

Harron Homes

**Proposed Residential Development
Land South of Silica Lodge Garden
Centre, Scunthorpe
Travel Plan**

September 2019

SUPERSEDED

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Client Commission

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As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.

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PROPOSED RESIDENTIAL DEVELOPMENT LAND SOUTH OF SILICA LODGE GARDEN CENTRE, SCUNTHORPE TRAVEL PLAN

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Travel Plan (TP) in support of a planning application for a residential development located to the south of Silica Lodge Garden Centre in Scunthorpe. This TP aims to encourage travel by sustainable modes at the site. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning and highway authority for the site is North Lincolnshire Council (NLC).
- 1.1.3 A Transport Assessment (TA) (LTP, 2019) that provides a detailed appraisal of all transport aspects associated with the development site has been produced alongside this Travel Plan. Reference has been made to the associated TA when preparing this document, with specific information and traffic projections taken directly from the TA.

I.2 Scope

- 1.2.1 The scope of this report has been agreed with NLC Highways Officers (ref: Louisa Simpson) and is written in accordance with the Government's '*National Planning Policy Framework*' (MHCLG, 2019) and '*Planning Practice Guidance*' (DCLG, 2014), as summarised below:

- **Background:**
 - Introduction to the Travel Plan, the proposals and the relevant planning history;
 - Determine the benefits that a successful Travel Plan can achieve, relative to residents, the local community and the developer;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Definition of the **overall aim and objectives** of the Travel Plan.
- Establish the expected baseline travel situation.
- Set appropriate **targets** to minimise car journeys to/from the site, based on the expected baseline situation.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- Establish **roles and responsibilities** for implementing the Travel Plan, including the role of the Travel Plan Coordinator and the overall responsibility for funding.

- Outline the Travel Plan Strategy and **Action Plan**, which would include a range of measures for achieving the objectives, under the following headings:
 - Walking;
 - Cycling;
 - Public transport;
 - Car sharing;
 - Welcome Travel Pack.
- The Action Plan would also contain details on the **funding and timescales** for each of the proposed schemes.
- Outline the **monitoring and evaluation strategy** of the Travel Plan, to include annual surveying and other indicators.
- Establish **intervention measures** to be implemented if the review process identifies that the Travel Plan target is not being achieved.

1.3 Site Location & Existing Use

- 1.3.1 The proposed development site is located on land to the south of Silica Lodge Garden Centre in Scunthorpe and primarily comprises a mixture of grassland and agricultural land, with a single property located to the south-east. The site is bound by Silica Lodge Garden Centre and Ashby Decoy Golf Course to the north, agricultural land to the west and south, with Scotter Road South located to the east. The approximate boundary of the site is highlighted in Figure 1:

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

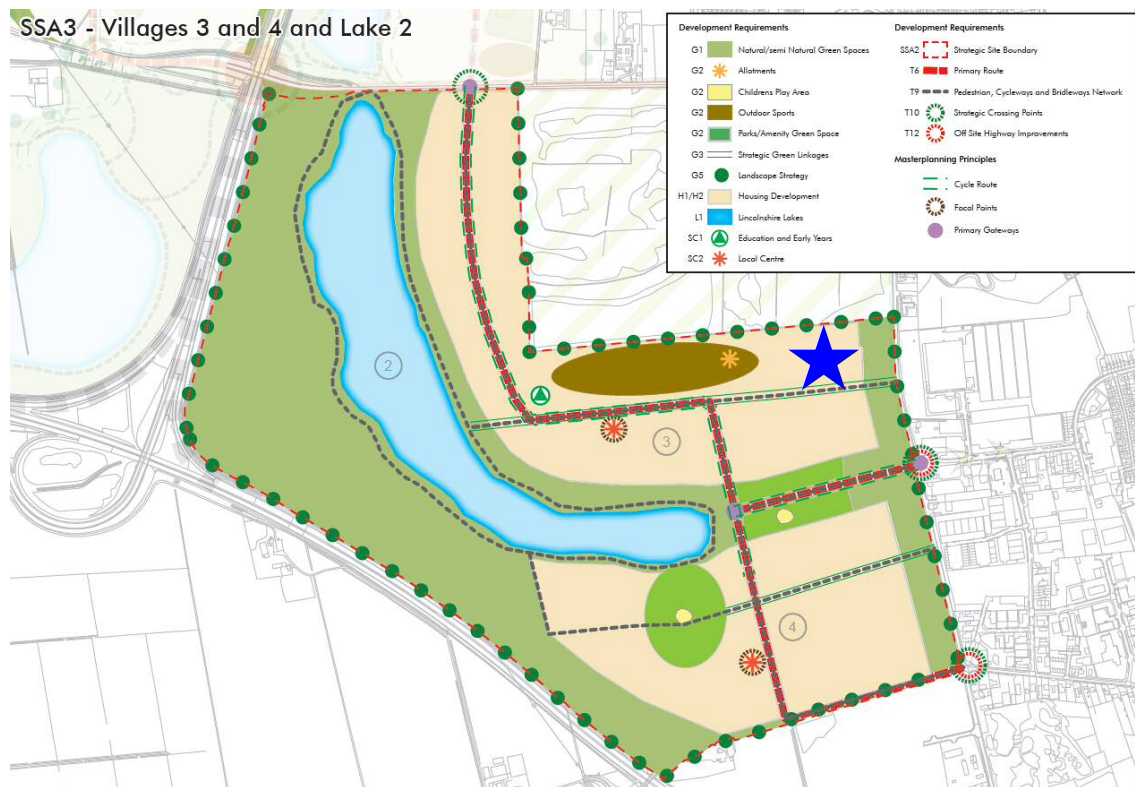
1.4 Development Proposals & Access Arrangements

- 1.4.1 The current proposals involve the development of the site to accommodate 88 dwellings. A mix of dwelling types are expected to be provided at the site, with a range of property sizes. A proposed site layout plan is attached as Appendix 1.
- 1.4.2 Although the planning application for the development is currently seeking consent for 88 dwellings, it is intended that the development will be extended to the west in the future to accommodate additional dwellings. The proposed site access arrangements and internal roads have therefore been designed with these future development aspirations in mind.
- 1.4.3 The proposed residential development is to be served via a new simple priority T-junction with Scotter Road South to the east of the site. Visibility splays of 2.4m x 120m will be provided at the site access, in line with the Design Manual for Road and Bridges (DMRB) requirements for the posted 40mph speed limit.
- 1.4.4 The main spine road and connecting culs-de-sac within the site will have a carriageway width of approximately 5.5m, in line with the requirements of the *'North Lincolnshire Council Residential Roads Design Guide'* (NLC, undated). These roads will serve a number of dwellings directly, with the remaining dwellings to be accessed via private driveways. Footways measuring 2.0m in width will be provided on both sides of the main spine road, with a 2.0m wide footway to be provided on at least one side of the carriageway on connecting culs-de-sac.
- 1.4.5 Cyclists are to access the site on-carriageway, in line with the principles outlined within *'Manual for Streets'* (MfS), which advises that *"cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street"* (DfT, 2007b).
- 1.4.6 The internal highway network of the site has been designed to ensure that refuse vehicles can utilise the highway alignment to enter and exit the site in a forward gear, with appropriate turning heads provided.
- 1.4.7 NLC's adopted parking standards are provided within the *'North Lincolnshire Council Residential Roads Design Guide'* (NLC, undated) and state that dwellings with 2 or 3 beds should be provided with 1 off-street parking space, with 2 spaces required at dwellings with more than 4 beds. The standards also state that 0.5 communal spaces should be provided per dwelling. At least 1 allocated car parking space will be provided per dwelling at the site, with the majority of the larger dwellings provided with a driveway suitable to accommodate at least 2 off-street car parking spaces. Visitor car parking spaces will also be provided throughout the development. The proposed parking provision therefore accords with the adopted standards.

1.5 Allocation Status & Planning History

- 1.5.1 The proposed development site forms part of the Lincolnshire Lakes development located to the west of Scunthorpe. The wider Lincolnshire Lakes development involves the provision of up to 6,000 new homes along with recreation and sports facilities in a series of waterside village settlements. The ‘Lincolnshire Lakes Area Action Plan’ (NLC, 2016) was adopted in 2016 and sets out the strategy for bringing forward the delivery of the development.
- 1.5.2 The proposed development site forms part of ‘Village 3’, which is identified for approximately 987 dwellings, a local centre and a primary school within the Lincolnshire Lakes AAP. An indicative land use plan of Village 3 is provided within Figure 2, with the blue star highlighting the approximate location of the development within the wider site.

Figure 2: Lincolnshire Lakes AAP – Village 3



Source: NLC, 2016

- 1.5.3 There are no relevant recent planning applications relating to the boundary of the proposed development site, however there are a number of application pertinent to the wider Lincolnshire Lakes development and therefore this TA.

- 1.5.4 An outline planning application (ref: PA/2015/0396) was submitted to NLC in May 2015 for '*...the development of up to 2500 new homes including a village centre (Use Classes A1, A2, A3, A4, A5, B1 and D1), a health care facility (Use Class D1), community facilities (Use Class D1), a 3 form of entry primary school (Use Class D1), new roads and footpaths, informal areas of open space, play spaces and new wildlife habitats, water bodies and wetlands with all matters reserved for subsequent approval*'. The application relates to land to the north of Burringham Road (B1450) and to the east and west of the M181 motorway and was submitted alongside two other applications, including an application for amendments to the local highway infrastructure, namely a new M181 terminating roundabout and associated roundabouts (ref: PA/2015/0627) and an application for landscaping, lakes and a great lake (ref: PA/2015/0628). The applications have yet to be determined but were recommended for approval by NLC's planning committee in July 2016 and are understood to be pending a Section 106 agreement being signed.
- 1.5.5 A TA was produced in support of all three applications (ARUP, 2016) and a highway mitigation package was agreed with NLC Highways, to include:
- A condition to ensure that no more than 250 dwellings are occupied until the M181 terminating junction and associated roundabouts, as identified within planning application PA/2015/0627, are completed;
 - A Section 106 contribution of £1.5 million towards improvement works at the Burringham Road/Scotter Road roundabout. A condition is to also be implemented to ensure that not more than 802 dwellings are occupied until the improvement works have been completed.
- 1.5.6 A separate subsequent full planning application (ref: PA/2017/1386) was submitted to NLC in August 2017 and was approved in January 2019 for '*highway works to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works*'. The works involve the de-trunking of the existing M181 and the provision of a new four-arm roundabout connecting the M181 with Burringham Road (B1450). The M181 will be de-trunked to the north of the proposed roundabout and become part of the A1077. Two new roundabouts will also be provided to the east and west of the proposed M181 roundabout and will serve Village 2 and Village 6 of the Lincolnshire Lakes development, which were previously given outline approval (ref: PA/2015/0396) pending a Section 106 agreement. The proposed highway works will facilitate links between the Lincolnshire Lakes development (including the proposed development site) and the Strategic Road Network (SRN).

2. TRAVEL PLANNING BACKGROUND

2.1 What is a Travel Plan?

2.1.1 Planning Practice Guidance (PPG) entitled *'Travel Plans, Transport Assessments and Statements in Decision-taking'* defines Travel Plans as *"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)"* (DCLG, 2014).

2.1.2 A key guidance document in terms of Residential Travel Plans is *'Making Residential Travel Plans Work'* (DfT, 2007a). This document introduces the concept of the Residential Travel Plan Pyramid, which is discussed further within Section 2.3. The document describes a Residential Travel Plan as *"a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local communities and new residents"* (DfT, 2007a).

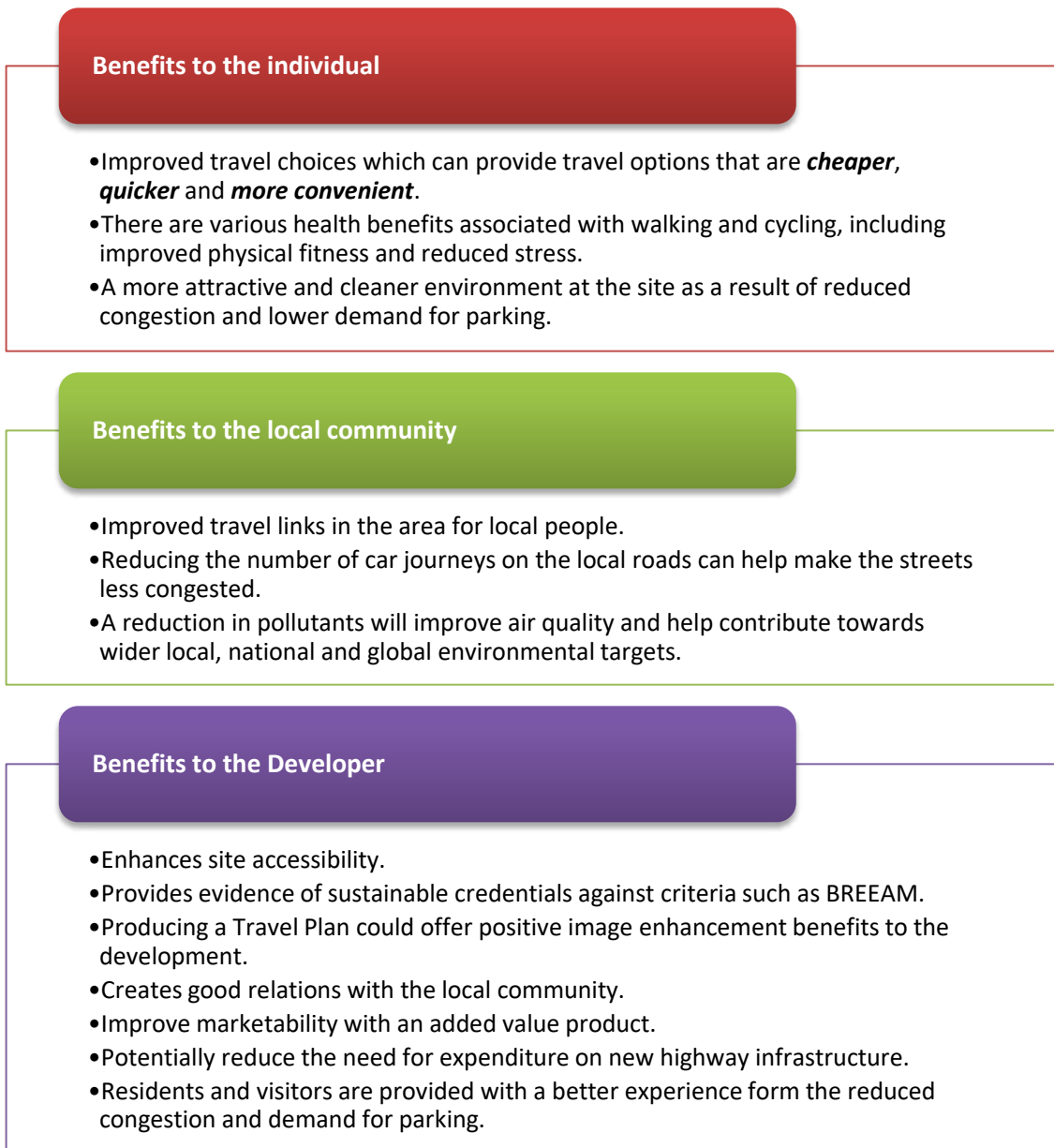
2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:

- National Planning Policy Framework (MHCLG, 2019);
- Lincolnshire Lakes Area Action Plan (NLC, 2016);
- Planning Practice Guidance (DCLG, 2014);
- North Lincolnshire Local Development Framework: Core Strategy (NLC, 2011a);
- North Lincolnshire Local Transport Plan 2011-2026 (NLC, 2011b);
- The Essential Guide to Travel Planning (DfT, 2008a);
- Making Residential Travel Plans Work (DfT, 2007a);
- Manual for Streets (DfT, 2007b)
- Guidance on Transport Assessment (DfT, 2007c);
- A Guide on Travel Plans for Developers (DfT, 2005a);
- Making Smarter Choices Work (DfT, 2005b); and
- Using the Planning Process to Secure Travel Plans. Best Practice Guide (DfT, 2002).

2.2 Why Prepare a Travel Plan? – The Benefits

2.2.1 A successful Travel Plan can be expected to realise a number of environmental, economic, health and social benefits. These benefits can be experienced by individuals, the developer, the Local Authority and the wider community. Figure 3 highlights a number of benefits that a successful Travel Plan can bring.

Figure 3: Potential Benefits of a Successful Travel Plan



2.2.2 This Travel Plan sets out the proposals for promoting sustainable travel choices by residents of the proposed development.

2.3 The Residential Travel Plan Pyramid

2.3.1 The Residential Travel Plan Pyramid (see Figure 4) is a diagrammatic tool which illustrates that successful Residential Travel Plans are built on the firm foundations of good location and site design. These elements must be supplemented by various measures, including the appointment of a Travel Plan Coordinator (TPC), a Travel Plan Strategy and Action Plan and also a promotional strategy which combines all elements of the pyramid into a coherent and marketable Travel Plan.

Figure 4: The Residential Travel Plan Pyramid



Source: DfT, 2007a

2.3.2 By linking to the relevant levels of the pyramid the remainder of this Travel Plan outlines the strategy for achieving a high quality housing development which maximises travel choices available to its residents:

- **Section 3** – Takes into account the foundations of the pyramid and assesses the location and surrounding built environment of the proposed development in relation to each sustainable mode of travel;
- **Sections 4 & 5** – Identify the Travel Plan aim, objectives and target;
- **Section 6** – Outlines the central and varying roles that the Travel Plan Coordinator (TPC) will occupy in developing and advancing the Travel Plan;
- **Section 7** – Outlines the Travel Plan measures that are to be implemented at the site; and
- **Section 8** – Details the Travel Plan monitoring and evaluation strategy.

3. OPTIONS FOR SUSTAINABLE MODES OF TRAVEL

3.1 Pedestrian Provision

3.1.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The proposed development site is located within a 2km walking distance of a number of local trip attractors, as outlined within Table 1.

Table 1: Key Trip Attractors by Foot

Trip Attractor	Walking Route	Walking Distance*
Education		
Enderby Road Infant School	Scotter Road South – South Park Road – Sunningdale Road	1.1km
South Park Enterprise College	Scotter Road South – Moorwell Road – Newdown Road	1.4km
Leys Farm Junior School	Scotter Road South – South Park Road – Sunningdale Road – Low Leys Road – Hammerton Road – High Leys Road – Park Avenue	1.8km
Little Owls Nursery	Scotter Road South – South Park Road – Sunningdale Road – Enderby Road – Manby Road – Dragonby Road	1.8km
Retail/Commercial		
Silica Lodge Garden Centre	Scotter Road South	100m
Southpark Industrial Estate	Scotter Road South	280m
Asda Scunthorpe Superstore	Scotter Road South – Scotter Road	850m
Leisure		
Silica Country Park	Scotter Road South	150m
The Iron Forge Public House	Scotter Road South	700m
Ashby Decoy Golf Club	Scotter Road South – Burringham Road	1.2km

*Walking distances are approximate (measured along footways, rather than as the crow flies) and have been measured from the proposed site access on Scotter Road South.

3.1.2 Table 1 shows that the proposed development site is located within a reasonable walking distance (up to 2km) of local amenities, including schools and retail facilities.

3.1.3 As discussed within Section 1.5 of this report, the wider Lincolnshire Lakes development is expected to include a variety of new amenities, including local centres, primary schools and recreation/sports facilities, all of which would be located within a short walk of the site.

3.1.4 There is a footway on the eastern side of Scotter Road South within the site frontage which extends to Scotter Road/Burringham Road to the north and South Park Road to the south, providing pedestrian access to local amenities. A footway measuring 2.0m in width is to be provided on the western side of Scotter Road South within the site frontage as part of the development proposals and will facilitate a connection to the existing pedestrian infrastructure.

Photo 1: Footway on Scotter Road South



- 3.1.5 The local footways are complemented by existing crossing facilities, including a pedestrian refuge island on the Scotter Road and Burringham Road (E) arms of the roundabout to the north of the site.

Photo 2: Pedestrian Refuge Island on Scotter Road

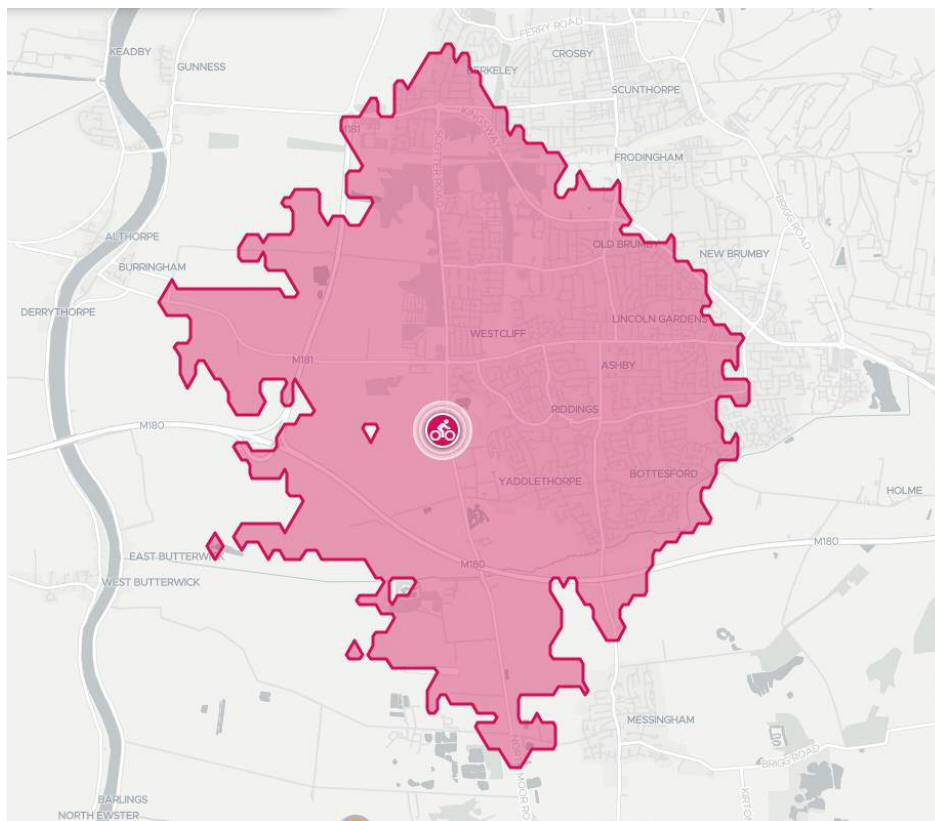


- 3.1.6 There are no Public Rights of Way (PRoW) within the vicinity of the site.
- 3.1.7 The proposed internal pedestrian routes are expected to be of adequate width, with step-free access between the site and the local footway network. It is therefore considered that the site can be suitably accessed on foot by all users, including those accompanied by young children and the mobility impaired.
- 3.1.8 Measures to promote and encourage walking trips to the site are outlined within Section 7.3.

3.2 Cycling Provision

- 3.2.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The DfT state that “in common with other modes, many utility cycle journeys are under three miles (5km), although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon” (DfT, 2008).
- 3.2.2 The proposed development site is located within a reasonable cycle ride, up to 5km (approximately 15 minutes at the average cycling speed of 12mph), of a number of settlements within Scunthorpe, including Yaddletorpe, Westcliff and Ashby, as shown in Figure 5.

Figure 5: Cycling Isochrone Map



Source: TTM, 2019

- 3.2.3 National Cycle Network (NCN) Route 169 is accessible approximately 1.3km to the north-east of the site on Burringham Road. The NCN Route 169 is a short north-south route through Scunthorpe. The majority of the length of the route is off-road, with some of it on-road.
- 3.2.4 As discussed within Section 3.1 above, the wider Lincolnshire Lakes development is expected to include a variety of local amenities, all of which are expected to be within a short cycle ride of the site.
- 3.2.5 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4.

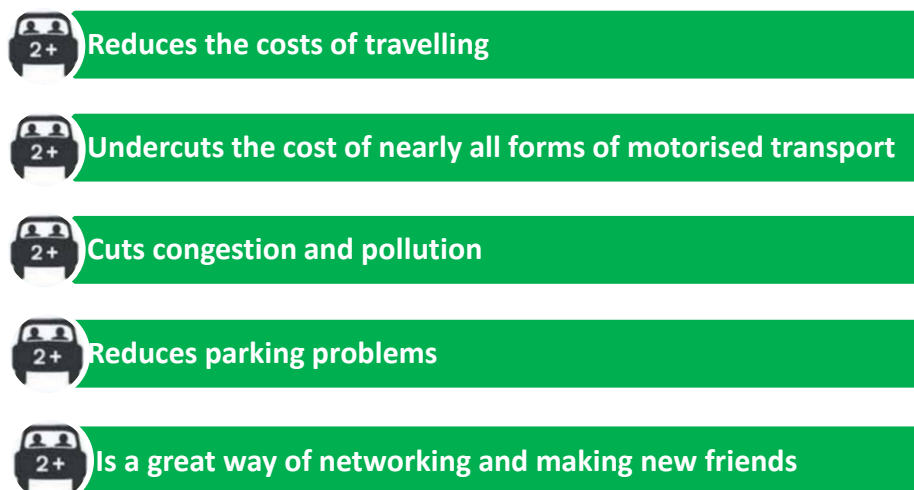
3.3 Public Transport Provision

- 3.3.1 Guidance outlined within ‘Guidelines for Public Transport in Development’ (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.3.2 The nearest bus stops to the proposed development site are located on Burringham Road adjacent to Asda Superstore, approximately 800m north of the site. These stops are served by route #12, which operates on an hourly basis and serves Riddings, Ashby, Old Brumby and Scunthorpe Bus Station. The service is operated by Hornsby Travel.
- 3.3.3 The nearest rail station to the site is Scunthorpe Rail Station, located approximately 4.7km to the north-east of the site and accessible by bus via route #12. Scunthorpe Rail Station is operated by TransPennine Express and provides services to local, regional and national destinations. The station is served by hourly TransPennine Express services between Manchester Airport and Cleethorpes via Doncaster, with additional hourly Northern services also available between Scunthorpe and Doncaster.
- 3.3.4 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5.

3.4 Potential for Car Sharing

- 3.4.1 Car sharing is a sustainable mode of travel that can reduce the number of single occupant vehicle trips generated by a site. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 6:

Figure 6: Benefits of Car Sharing



- 3.4.1 Another car sharing website which may be useful to residents of the proposed development site is www.gocarshare.com.
- 3.4.2 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6.

4. AIM & OBJECTIVES

4.1 Overall Aim

- 4.1.1 In order to minimise the environmental impact of traffic generated by the proposed development, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by the site, particularly single occupant trips, in favour of more sustainable travel.

4.2 Objectives

- 4.2.1 To help achieve the overall Travel Plan aim, a number of Travel Plan objectives have been set, as outlined below in Figure 7:

Figure 7: Travel Plan Objectives

1. To encourage residents and visitors of the proposed development to evaluate their travel patterns and consider options for more sustainable travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

4. To monitor the travel patterns and performance against the Travel Plan targets

5. To provide a long term commitment to meeting the overall aim of this Travel Plan

- 4.2.2 This TP sets out the strategy for meeting these objectives through a variety of mechanisms and measures. This is a 'live' document that is to be reviewed and updated at key milestones in the development's planning, construction and occupation phases, as discussed in Section 8.

5. BASELINE TRAVEL SCENARIO & TARGET

5.1 Introduction

- 5.1.1 For a Travel Plan being developed for an existing, operational site, the baseline transport position would ideally be developed through detailed surveys of existing travel patterns. However, this Travel Plan has been produced for a proposed future development. As such, no assessment of baseline travel patterns at the development could be established through surveys at this stage. Nonetheless, a transport base position is necessary to inform the development of this plan and in particular the initial target.
- 5.1.2 As previously outlined, a TA (LTP, 2019) appraising the likely transport impact of the proposals was prepared in conjunction with this TP. The TA included projections of the trip generation and modal split for the proposed residential development.
- 5.1.3 In the TA, the TRICS database was interrogated to find suitable data to assist in projecting the expected baseline travel scenario of the proposed residential development. The TRICS sites utilised to predict the traffic generation of the proposed development also contained multi-modal information, therefore the person trip generation of the site has been predicted based on the person trip rates derived from the comparable TRICS sites.
- 5.1.4 Using the TRICS-based modal split projections, Table 2 presents the projected modal split for the proposed development site.

Table 2: Projected Modal Split

Person Trips	Modal Split
Vehicle Drivers	52.5%
Vehicle Passengers	29.6%
Vehicle Occupants	82.1%
Pedestrians	13.5%
Cyclists	1.6%
Public Transport	2.9%
TOTAL	100%

* The total may not represent the sum of its parts due to rounding

- 5.1.5 It is noted that 'vehicle driver' includes all vehicle trip generating modes, including car drivers, taxi trips and Powered Two-Wheelers (PTW).

5.2 Baseline Travel Scenario

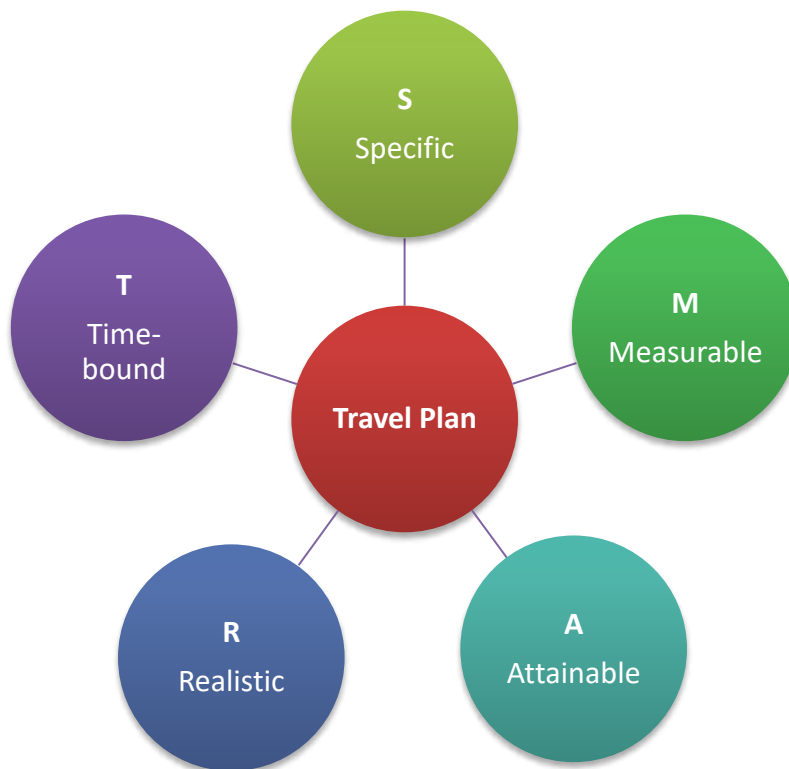
5.2.1 For the purposes of this Travel Plan, it is assumed that the person trip generation projected in Section 5.1 reflects the baseline travel scenario at the proposed development site upon occupation of the full site. Therefore, the baseline travel situation for the site relative to the overall aim of this Travel Plan (see Section 4.1) is predicted to be:

52.5% of trips are made by vehicle drivers

5.3 Targets

5.3.1 The key emphasis of Travel Plans is to minimise the number of vehicle trips generated by a development, particularly those made by single occupants. This is most commonly done by setting appropriate targets. In setting Travel Plan targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the target of this Travel Plan should be SMART:

Figure 8: SMART Travel Plan Components



5.3.2 Travel Plan targets have been set for a five-year period and are a means of monitoring progress and aim to be challenging, but achievable. The targets are based on the assumed baseline situation (see Section 5.2) and are to be achieved within the timeframes set out below:

Year 0 (baseline) – No more than 52.5% trips to be made by vehicle drivers

Year 1 - No more than 51% of trips to be made by vehicle drivers

Year 2 - No more than 50% of trips to be made by vehicle drivers

Year 3 - No more than 49% of trips to be made by vehicle drivers

Year 4 - No more than 48% of trips to be made by vehicle drivers

Year 5 - No more than 47% of trips to be made by vehicle drivers

- 5.3.3 The performance of the proposed development against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first travel survey should be undertaken within 12 months of occupation of the proposed development and should the results reveal a significantly different modal split from that assumed within Section 5.2, then the above targets should be revised as appropriate. It is noted that all the dwellings of the proposed development are unlikely to be built and occupied 12 months after first occupation, however the target can still be applied on a pro-rata basis to a partially occupied site.

6. ROLES & RESPONSIBILITIES

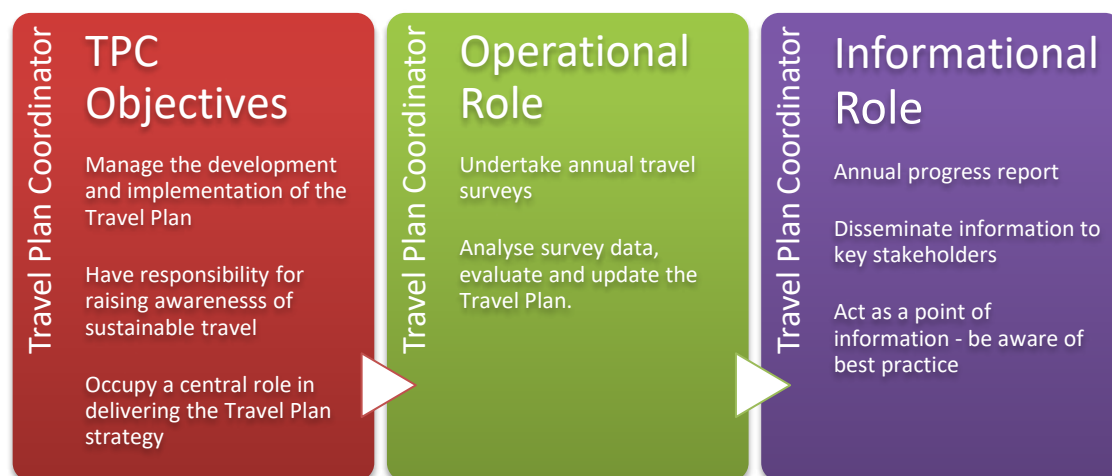
6.1 Ownership & Funding

- 6.1.1 It is recognised that the ownership and management of the site may change across the various planning, construction and operational stages of the development. The responsibility for implementing this Travel Plan lies with the owner of the overall development, therefore the responsibility for this Travel Plan may change hands with the ownership of the site.
- 6.1.2 At this planning stage, the Applicant acts as the owner of the development and is therefore responsible for the implementation of this Travel Plan, until such time as the ownership of the development is passed on.
- 6.1.3 The site owner will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of a Travel Plan Coordinator (TPC). It will be the role of the TPC to utilise the funding provided by the site owner to deliver the Travel Plan measures, as detailed in Section 7. The funding stream associated with each of the Travel Plan measures is outlined within Section 7.2.

6.2 Travel Plan Coordinator (TPC)

- 6.2.1 As outlined within the Residential Travel Plan Pyramid (see Section 2.3), a key part of a successful Travel Plan is the appointment of a Travel Plan Coordinator (TPC) and the clear delineation of their roles and responsibilities. The DfT's *'Making Residential Travel Plans Work'* outlines that a TPC *"plays a crucial role in developing the plan and working with residents and developers to ensure that the plan meets their needs for access and evolves over time"* (DfT, 2007a).
- 6.2.2 The Applicant will appoint a TPC at the site at least 3 months prior to first occupation of the development. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The suggested objectives and roles of the TPC are illustrated within Figure 9.

Figure 9: TPC Objectives & Roles



6.3 Key Stakeholders

- 6.3.1 For the Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as residents, the developer and the TPC, other key stakeholders include the local highway authority (NLC) and local public transport providers.
- 6.3.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing TPC support for the production of the 'Welcome Travel Pack' (WTP) which is to be issued to all residents upon occupation of their dwelling (see Section 7.7 for further details on the WTP).
- 6.3.3 Rather than the developer providing a WTP on their own, any WTP is likely to be more effective if it has input from knowledgeable key stakeholders. Given the wider health and environmental agendas, NLC officers are likely to be able to assist in the production of the pack by providing/producing walking/cycling maps. Similarly, bus operators are likely to see benefits in ensuring that new residents are aware of the availability of local public transport services.
- 6.3.4 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant contacts in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent WTP information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

7. ACTION PLAN

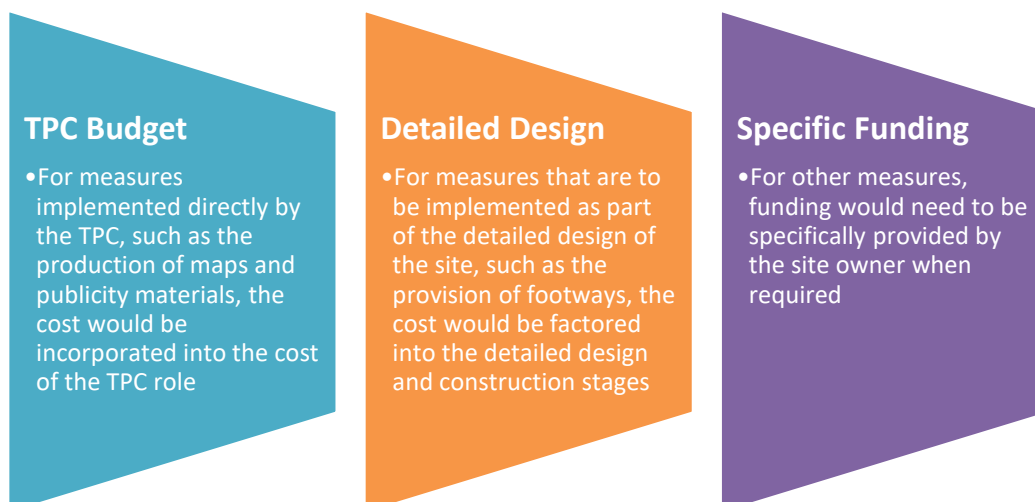
7.1 Introduction

- 7.1.1 This section outlines the Travel Plan measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The Travel Plan contains measures to increase travel choices and reduce reliance on single occupancy car travel.
- 7.1.2 The monitoring of the Travel Plan will allow travel patterns to be determined and the actual modal split to be identified. This will enable measures to be determined and specifically targeted at site residents.
- 7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and developed to meet the specific needs of the users of the site.
- 7.1.4 The early stages of the Travel Plan development and implementation covers the detailed design process, construction period, initial occupation of the site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

- 7.2.1 As outlined in Section 6, the measures outlined in this Travel Plan are to be funded by the Applicant, with the TPC responsible for implementing the measures. However, not all of the Travel Plan measures would require separate funding; the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the Travel Plan measures can be funded are outlined below:

Figure 10: Funding Streams for Measures



7.3 Measures to Promote Walking

7.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. There is potential for travel to be made to and from the proposed development site on foot, particularly for journeys to/from local amenities. Table 3 outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 3: Measures to Encourage Walking

Measures	Timescale	Funding
Ensure that the pedestrian routes within the development are safe, convenient, accessible and well lit, providing good internal permeability and access to all dwellings and open spaces.	During detailed site design	Detailed Design
Design the development in accordance with a 'pedestrian first' policy with good lighting, dropped kerbs and a road layout that maintains a low vehicle speed environment.	During detailed site design	Detailed Design
Distribute a map showing key pedestrian features within the local network. This will form part of a WTP for residents, to include a table of walking/cycling distances and travel times to local amenities.	Upon each resident's site occupation	TPC Budget
Publicity materials regarding the health and financial benefits of walking to be made available to residents as part of the WTP.	Upon each resident's site occupation	TPC Budget
Liaise with local schools in order to encourage the establishment of a 'walking bus' to/from the development.	12-24 months following first occupation	TPC Budget

7.4 Measures to Promote Cycling

7.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 4 outlines the measures that will be implemented to help promote cycling to/from the site.

Table 4: Measures to Encourage Cycling

Measures	Timescale	Funding
Promote the benefits of, and provide information on the established 'Cycle to Work' salary sacrifice scheme that residents should be able to access via places of employment.	Upon each resident's site occupation and ongoing	TPC Budget
Publicity materials regarding the health and financial benefits of cycling to be made available to residents as part of the WTP.	Upon each resident's site occupation	TPC Budget
Distribute copies of relevant cycle maps to all residents. Related information with regard to local cycle shops and local cycle groups should also be distributed. This will form part of the WTP.	Upon each resident's site occupation	TPC Budget
Inform residents of local NLC and national initiatives aimed at increasing cycling levels.	Upon each resident's site occupation	TPC Budget
Investigate the possibility of establishing a Bicycle User Group (BUG) or working group equivalent and implement if there is sufficient interest. This could tie into existing local cycle groups.	12-24 months following first occupation	TPC Budget

7.5 Measures to Promote Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised in Table 5.

Table 5: Measures to Encourage Public Transport Use

Measures	Timescale	Funding
Disseminate public transport information to all residents. To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, taxi firm numbers and wider publicity will all be provided to residents. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be reviewed and updated when required.	Upon each resident's site occupation	TPC Budget
Meet local bus operators regarding the potential for re-routing or providing additional bus services to better accommodate the residents of the site and the surrounding area. This could be done in light of responses from the first annual travel survey.	12-24 months following site occupation	TPC Budget

7.6 Measures to Promote Car Sharing

7.6.1 The TPC should encourage site users to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO₂ per year by sharing their daily journey. There is the facility to calculate tailored potential CO₂ and cost savings. Measures that will be implemented to encourage car sharing among residents are summarised within Table 6.

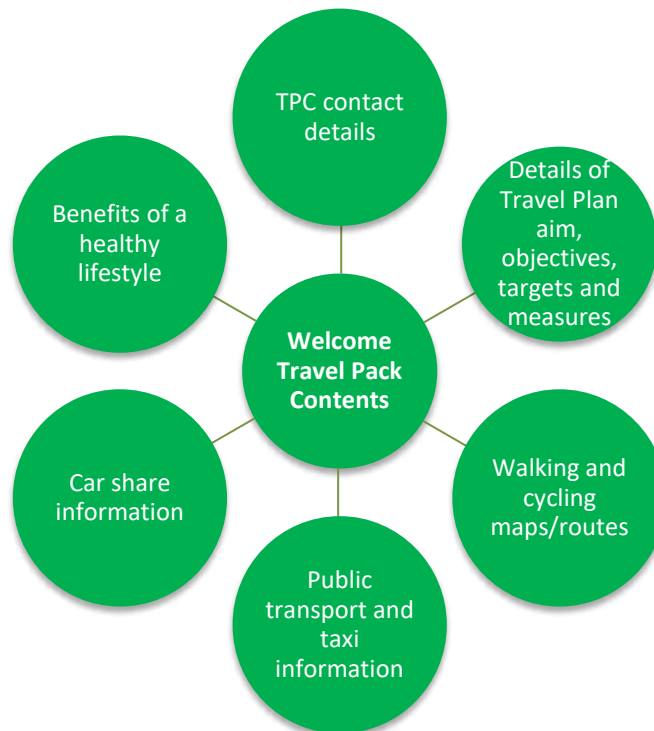
Table 6: Measures to Encourage Car Sharing

Measures	Timescale	Funding
Promote the use of online car share databases such as www.liftshare.com and www.blablacar.co.uk , aimed at assisting people in finding car share partners for commuting journeys.	Upon each resident's site occupation	TPC Budget
Make residents aware of the environmental (and financial) benefits of car sharing.	Upon each resident's site occupation	TPC Budget
Investigate the possibility of setting up a resident car share database at the site, subject to demand.	12-24 months following site occupation	TPC Budget

7.7 Welcome Travel Pack

- 7.7.1 Raising awareness of the existing sustainable transport options available to residents of the proposed site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all residents are fully aware of the choices available to them.
- 7.7.2 An effective time to change an individual’s travel behaviour is at a transition point in their lives, such as when moving home. Therefore, it is proposed that all residents would receive a WTP upon first occupation of the site, or if possible prior to their relocation (i.e. at exchange of contracts). The WTP should also be placed on display within the site’s sales office.
- 7.7.3 The pack is to be prepared and disseminated by the TPC with assistance from NLC and local public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed contents of the WTP are outlined within Figure 11:

Figure 11: Proposed Welcome Travel Pack Contents

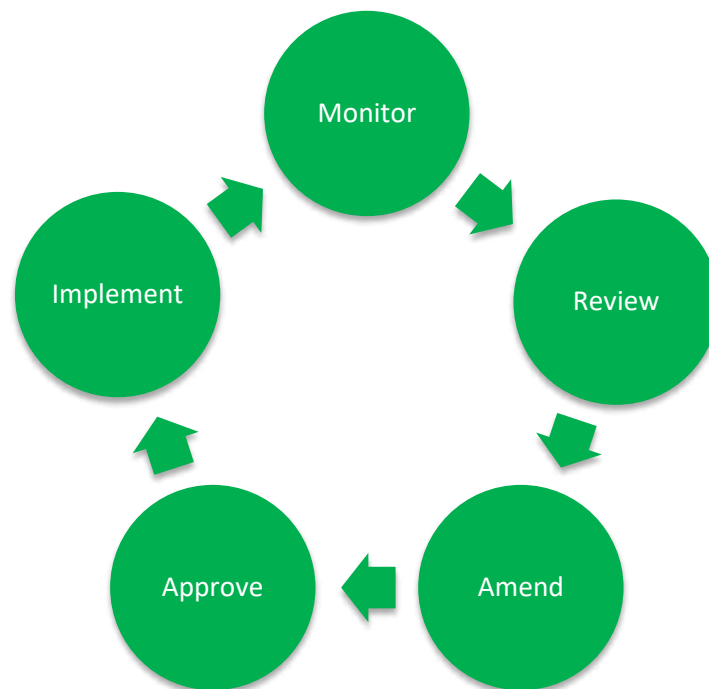


8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

8.1.1 In order to measure the effectiveness of any Travel Plan it is important that an appropriate monitoring and evaluation strategy is employed. This Travel Plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of residents at the site. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 12.

Figure 12: Monitoring & Evaluation Process

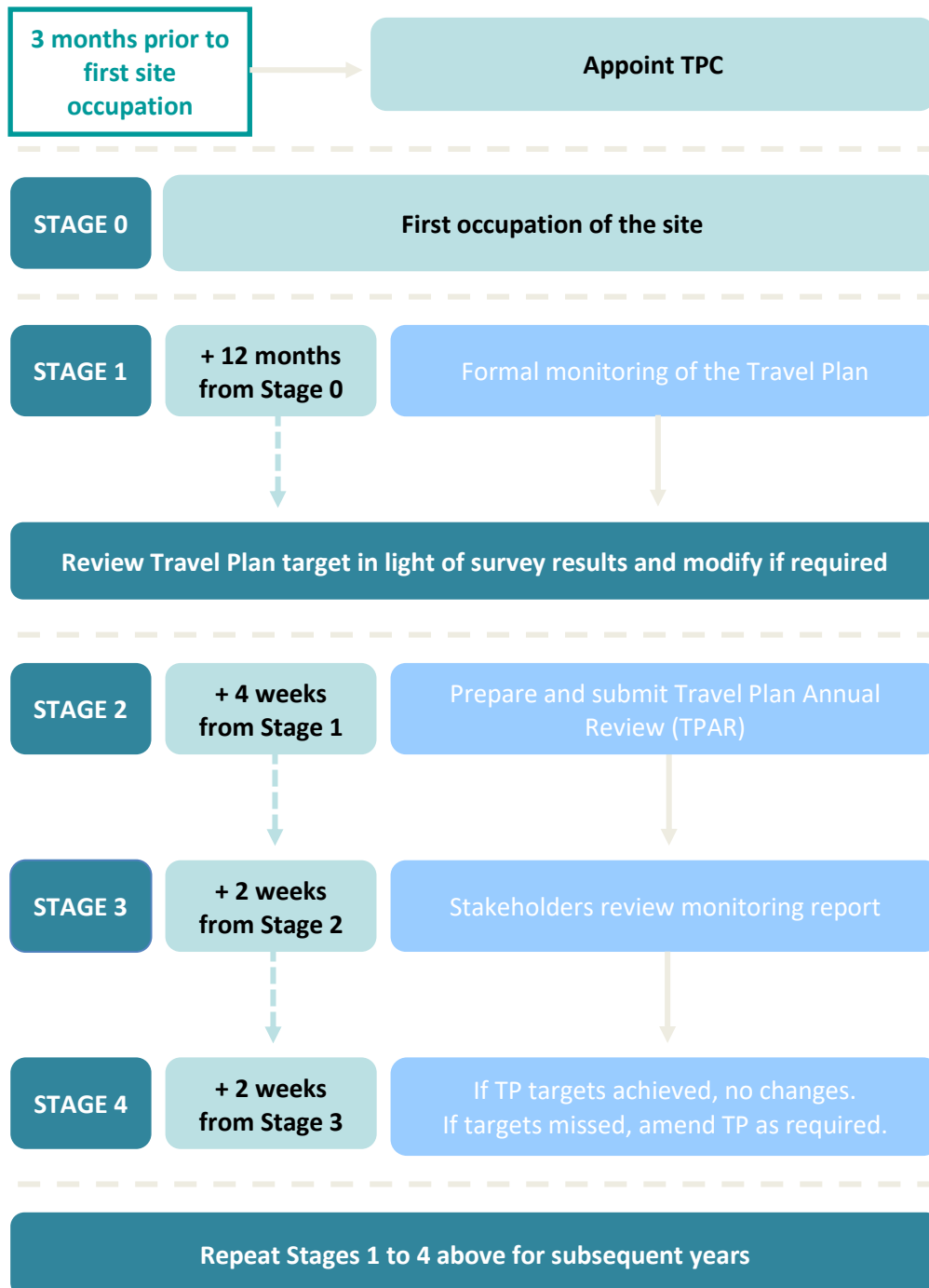


8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets has been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to the Travel Plan. Any intervention measures (see Section 8.7) should be approved by all key stakeholders and implemented as appropriate.

8.2 Monitoring & Evaluation Strategy

8.2.1 The proposed monitoring and evaluation strategy is illustrated in Figure 13 followed by the relevant explanatory text.

Figure 13: Monitoring & Evaluation Strategy



8.3 Stage 0 – First Site Occupation

8.3.1 A number of the measures and actions of the Travel Plan are to be implemented prior to occupation of the site, however Stage 0 provides a starting point for the formal monitoring and evaluating process. It is recognised that occupation of the development is likely to occur gradually over time, therefore this Travel Plan is to be monitored from the occupation of the first dwelling.

8.4 Stage I – Formal Monitoring

8.4.1 Implementation of the Travel Plan must be monitored and reviewed if the intended benefits are to be secured. Formal monitoring of the Travel Plan and its targets is to start 12 months after first occupation. This will involve undertaking a questionnaire based surveys.

8.4.2 This would ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of residents for the Travel Plan and increases their awareness of sustainable travel issues. The TPC will organise the survey and prior to undertaking the surveys it may be beneficial to seek agreement with NLC on a standardised travel survey questionnaire for the site.

8.4.3 As a minimum, a travel survey questionnaire should look to establish the mode of transport usually used by residents. As the survey could be used to justify alterations to the Travel Plan targets, it is essential that the reasoning behind mode choice (particularly car drivers) is established. This can be done by a series of ‘why’ questions which assess why residents are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that a travel questionnaire could look to establish, such as:

- Usual mode of transport used and reasons for current mode choice;
- Other modes of transport used;
- Number of times per week (on average) residents travel to/from the site and distance travelled;
- Perceived barriers and incentives to a modal switch towards sustainable travel;
- Receptiveness to a modal switch towards sustainable travel and receptiveness to potential Travel Plan measures;
- Awareness of Travel Plan, initiatives, measures and travel options;
- General opinions and views on site travel issues; and
- Any special travel circumstances (e.g. mobility issues).

8.4.4 If necessary, 12 hour (07:00-19:00) daily person trip generation surveys could also be undertaken at the development site access points to supplement the questionnaire data.

8.5 Stage 2 – Travel Plan Annual Review (TPAR)

8.5.1 The results of the formal monitoring surveys will culminate in the production of a Travel Plan Annual Review (TPAR) report that can be used to assess the performance of the Travel Plan. The report could also identify possible future Travel Plan actions at the site. The report will be prepared by the TPC on behalf of the Applicant and would be provided to NLC. The TPAR is to be provided to key stakeholders within 4 weeks of completion of the annual monitoring surveys.

8.6 Stage 3 – Stakeholder Review

8.6.1 As part of the stakeholder review stage, NLC are to provide the TPC with any comments on the submitted monitoring report. Revisions to the Travel Plan may follow once the development is constructed and occupied, the travel patterns are understood from data collected through the formal monitoring stage and the Travel Plan Annual Review is undertaken. Any amendments (if required) to the Travel Plan and the targets within it will be discussed at this stage.

8.7 Stage 4 – Intervention Strategy

8.7.1 If the annual review process identifies that the Travel Plan targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussion should take place between the TPC, the Applicant, NLC and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. For example, if the targets require a 2% reduction in single-occupant car travel, then a reduction of only 0.5% or less could be considered to have missed the targets by a significant margin, although this definition would need to be discussed and agreed with NLC in light of the site-specific circumstances and feedback from the annual monitoring exercise.

8.7.2 Potential additional measures include:

- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
- More active marketing of the Travel Plan, incorporating a shift of focus; and
- Offer of personalised journey planning services to residents.

8.7.3 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the site owner. The impact of the intervention measures will be monitored as part of future annual reviews.

8.8 Subsequent Years

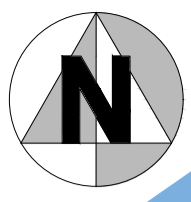
8.8.1 Stages 1 to 4 of the above monitoring and evaluation strategy would be repeated for subsequent years. It is suggested that a monitoring and evaluation period of five years at the site should be suitable.

8.8.2 It is considered that the monitoring and evaluation strategy outlined above will allow the Travel Plan to be appropriately reviewed and modified to ensure the achievement and maintenance of the TP targets.

9. REFERENCES

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Appendix I – Site Layout Plan



Notes

1. Do not scale from this drawing. All dimensions must be checked on site prior to the commencement of any fabrication or building works. Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings and/or other specifications; any disparity is to be brought to the attention of the office & clarification sought before proceeding.
2. Any dimensions shown on this drawing are in (millimetres/metres)

ACCOMMODATION SCHEDULE:

HA	HADLEIGH	6
BA	BAMBURGH	12
AD	ALDERTON	5
BB	BAYBRIDGE	11
ND	NIDDERDALE	13
WD	WINDSOR	14
SE	SETTLE	12
TO	TONBRIDGE	5
BW	BIRKWITH	10

TOTAL 88 no units

KEY

	1800mm BRICK WALL
	1800mm TIMBER FENCE
	PIER & PANEL FENCING
	1200mm HIGH BLACK ESTATE RAILING
	TIMBER KNEE RAIL FENCE
	MASONRY RETAINING WALL AND FENCE
	GATE
	BIN COLLECTION POINT
	BIN STORE
	STARTER HOMES
	BLOCK PAVING
	TARMAC PRIVATE DRIVE
	TREES - indicative only refer to landscape layout
	TRAFFIC CALMING TO BE AGREED THROUGH SECTION 38 PROCESS
	VISITOR PARKING BAY
	INDICATIVE BANKING
	TEXTURED PAVING
	TRANSITION RAMP BETWEEN SURFACES
	TREES TO BE RETAINED
	TREES TO BE REMOVED
	EXISTING GAS MAIN



REV: A DATE: 10/09/2019 DRAWN: GY CHECKED: ##
 Layout amended to include BCP, gas mains and existing hedgerow

Revisions



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Status: PLANNING: PRELIMINARY

Project: SILICA LODGE
 Title: SITE LAYOUT: PHASE 1

Drawn: GY Date: SEPT 2019
 Checked: MR Scale @ A1: 1:500
 Job no: 502 Drg No: 502-10-SKRev: A

